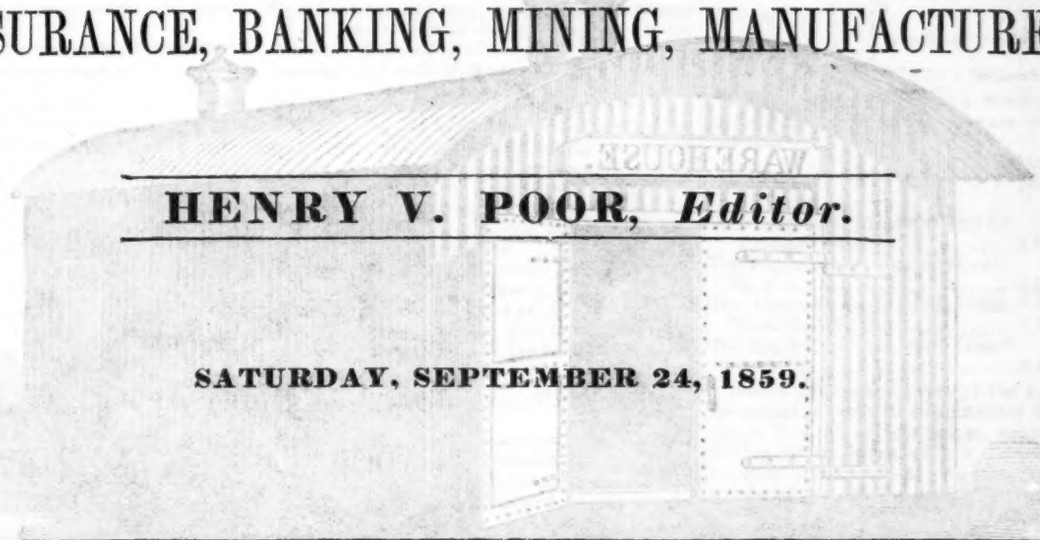
AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.



HENRY V. POOR, *Editor.*

SATURDAY, SEPTEMBER 24, 1859.

Second Quarto Series, Vol. XV., No. 39.---Whole No. 1,223, Vol. XXXII.

ESTABLISHED IN 1831.

NEW-YORK:

PUBLISHED WEEKLY, BY

JOHN H. SCHULTZ & CO.

Front Room, Third Floor,

No. 9 Spruce Street.

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PRINCIPAL CONTENTS.

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, September 24, 1859.

American (Rogers') against English Locomotive Engines.

For several years past railroads have been making active progress in *Chile*, under the superintendence, mainly, of American Engineers. Their position and influence have, however, been strongly opposed by English Engineers, who, backed by the prestige of that country abroad, succeeded in placing on the Southern Railroad of Chile, English locomotives, as the only machines worth having. The Railroad Company, however, were induced to order two American engines from the well-known Rogers' Locomotive Works, (formerly Rogers, Ketchum & Grosvenor,) of Paterson, with a view of testing the degree of the great assumed superiority of the English engine. Under direction of the company, a trial of their respective merits was ordered, which resulted in the complete triumph of the American engines. Previous to the trial, the following statement of the weight of engines, dimension of parts, and the consequent result which *ought* to follow, was prepared for the company by the *English* Engineer of the road:

Report of the English Engineer of the Valparaiso and Santiago Railway, on the relative powers of the American and English Engines, on the Southern Railway of Chile, made prior to the experimental trial of their powers.

VALPARAISO, July 8th, 1859.

In comparing the relative powers of locomotive engines, we must first ascertain the tractive power of steam in the cylinders of each upon a level line; that it is to say, the power due to the relative proportion of the cylinders, length of the stroke, the effective pressure of steam, and the circumference of the driving wheels.

The effective pressure of steam being the pressure over that actually requisite to move the engine from a state of rest, and as the data forwarded from Santiago does not give the latter, I will suppose 10 lbs. of steam in the boiler will enable the engine to move itself.

By Tredgold's formula $x = \frac{2aP2S}{d}$

When a is the area of piston in inches,
P " " effective pressure in lbs.,
S " " length of stroke,
d " " circumference of driving wheels,

or by the table of co-efficients in the case of example: No. 1, when a will equal 153,938 sq. inch.

P " " say 70 lbs.
S " " " 24 in. } co-eff.
d " " " 207,345 } .2315

Thus $x = 153{,}938 \times 2 \times 70 \times .2315 = 4{,}989$ lbs.,

which is the tractive power due to the steam in the cylinders of the American passenger engine "Santiago." I will now follow the same rule with example No. 3, which is the English passenger engine "Montt" in which case:

$a = 176{,}715$ sq. inches,
$P = 70$ lbs.
$S =$ } co-efficient .2264,
$d =$ }

Then $x = 176{,}715 \times 2 \times 70 \times .2259 = 5{,}589$ lbs.

Thus the tractive power of the engine "Montt" exceeds the tractive power of the "Santiago"..... 612 lbs.
or, if the power of the "Santiago" equal.. 1.00
the " " " "Montt" will " ..1.123

I will now proceed to apply the same calculations to the two goods engines, the "San Bernardo" and "Varas," in the first of which cases:

$a = 201{,}062$,
$P = 70$,
$S =$ } co-efficient $= .2680$.
$d =$ }

Then $x = 210{,}062 \times 2 \times 70 \times .2680 = 7{,}543$ lbs., and in the case of the English goods engine "Varas" we shall have:

$a = 213{,}825$,
$P = 70$,
$S =$ } co-efficients $= .2829$,
$d =$ }

Then $x = 213{,}825 \times 2 \times 70 \times .2829 = 8{,}469$ lbs.

Thus assuming Tredgold's formula to give a correct idea of the relative powers of engines we find that

	Tractive power.	Proportionate strength.
The American passenger engine "Santiago" No. 1	4,989	1.00
The English pass. engine "Montt" No. 3.....	5,589	1.12
The American goods engine "San Bernardo" No. 7	7,543	1.511
The English goods engine "Varas" No. 8.....	8,469	1.697

But as the tractive power of the cylinders and the actual power of the engine may differ according to the full or insufficient weight upon the driving wheels, let us see how the various engines compare in this respect. We have given to us the weight of each engine on the driving wheels and as the adhesion of a locomotive is under the most favorable circumstances about 1-6th the actual insistent weight, we can find the actual adhesion in lbs. by dividing the total weight on the driving wheels by this proportion.

Thus, the adhesion being taken as equal in each case, we find that the tractive adhesion in the several examples will be:

	Tractive adhesion.	Proportion.
The American passenger engine "Santiago," No. 1	6,626 lbs.	1.00
The English passenger engine "Montt," No. 3	7,687 "	1.16
The Amer. goods engine "San Bernardo," No. 7	6,527 "	0.985
The Engl. goods eng. "Varas," No. 8	10,680 "	1.61

From this result it is apparent that the tractive adhesion of the American engine "San Bernardo" to the rails is less than that of the American passenger engine "Santiago," while the power of both the two English engines is greatly superior to either.

Now the boiler is the source of power in the locomotive; let us see how these four engines compare in this respect.

	Square feet.	Proportion.
The fire-surface of No. 1 is given at	783	1.00
" " 3 " "	1,204	1.537
" " 7 " "	902	1.152
" " 8 " "	1,188	1.517

Thus we observe that in addition to the superiority of tractive power of cylinders and the tractive adhesion to the rails possessed by the English engines, their ability to sustain that power by the generation of a sufficiency of steam exceeds by about 50 per cent. that of the American engines.

In this we find one of the reasons of the well known economy of consumption of fuel by the former; the heat applied being more completely absorbed by the water in the boiler.

Clark in his large work on Locomotive Engines says: "Practically there can never be too much heating surface as regards economical consumption, but there may be too little."

But there is perhaps another reason for the economy referred to, viz:—in the relative proportions of grate and heating surface in the American engines.. I am of opinion that this has not been well considered, the "Santiago" being the worst of the two in this respect.

Having demonstrated the superiority of the English over the American engines by the application of the usual formula, I will now seek to know and show what extent of additional power they will possess in the operations upon the line.

Let us suppose the line straight and level in the first instance, that the air is calm, and that the frontage of train is equal to 60 sq. feet.

We will assume the friction as 6 lbs. per ton, and the resistance due to concussions (varying as the speed of the train which we will take as 20 miles per hour) to be 7 lbs. per ton, and the resistance of the atmosphere at 1 lb. per square ft. of train or 60 lbs. We must now assume that the train weighs 100 tons. Thus for a train of this weight we shall have:

Resistance due to	friction	600 lbs.
Do.	concussions	700 "
Do.	atmosphere	60 "
		1,360 lbs.

and $\frac{1,360}{100}$ = 136 lbs. average resistance per ton of train.

Having found the tractive power of the engines and the resistance per ton of train, it is easy to ascertain how many tons each engine will draw under the above circumstances.

	Proportion of strength.	Grade.	Will draw a't on Level Line.		proportion of power.
American Pass. Engine	1.00	138	366	Tons.	1.00
English " "	1.28	177	411	"	1.12
American Goods Engi'e	1.45	200	554	"	1.51
English " "	2.31	319	623	"	1.70

The following is a summary of the dimensions and comparative calculated powers of Locomotive Engines on the Southern Railway of Chile.

GOODS ENGINES. "Varas" English by R. & W. Hawthorne.	GOODS ENGINES. "San Bernardo" American by the Rogers L. & M. Works.		PASSENGER ENGINES. "Montt" English by R. & W. Hawthorne.	PASSENGER ENGINES. "Santiago" American by the Rogers L. & M. Works.
28.60	28.11	Total weight in tons of 2240 lbs.	27.61	27.78
64,081	39,160	Weight on driving wheels in English lbs.	46,122	39,576
6	4	Number of driving wheels	4	4
4½	4¾	Diameter of driving wheels in feet	5⅙	5½
16½×24	16×24	Dimensions of cylinders in inches	15×22	14×24
168	162	Number of tubes	170	140
1¾	1¾	Inside diameter of tubes in inches	1¾	1¾
14¼	11½	Length of tubes in feet	14½	11
97	76	Fire-box surface in square feet	81	77
1,091	826	Tube surface	1,123	706
1,188	912	Total Fire	1,204	783
17	14	Area of Grate	15	14
4,436.64	3,952.17	Cubic feet of steam used in a mile	2,927.16	2,613.23
		DECIMAL COMPARISON.		
1.64	1.00	In reference to weight on driving wheels.	1.16	1.00
1.27	1.00	" " Fire-box surface	1.05	1.00
1.32	1.00	" " Tube "	1.59	1.00
1.30	1.00	" " Total Fire "	1.54	1.00
1.21	1.00	" " Grate Area "	1.07	1.00
1.12	1.00	" " Traction of power at equal pressure	1.12	1.00

SANTIAGO, July 1st, 1859.

It will be seen by the above statement that the English engines should have exerted on effect more than 11 per cent. greater than the American. Now for the result as shown by Notes taken at the trial.

NOTES IN REFERENCE TO TRIAL TRIPS ON THE SOUTHERN RAILWAY OF CHILE.

The 1st day, July 19th, 1859.—The "San Bernardo," American Goods Engine, by The Rogers' Locomotive and Machine Works, of Paterson, New Jersey, took her train of 35 eight-wheeled cars, gross tonnage 587, from Santiago to the summit, 11⅔ miles, in 41 minutes, making one experimental stop of 1½ minutes on the way, to see if she had adhesion sufficient to start her train on a gradient of 13 feet per mile, which she did without slipping, one brake being on by carelessness. At 13¾ miles stopped and switched off 10 cars, took water, and carried 25 cars to the Maipu river. Returning, carried back to Santiago 20 loaded cars, total, 369 gross tons—run to the summit from the bridge, 6 miles, in 20⅙ minutes—made steam very free—had to keep the fire-door open most of the time to keep the steam down to the limit, 115 pounds.

The 2d day, July 20th.—The "Varas," English Goods Engine, by R. & W. Hawthorne, of New Castle, started the same train of 35 cars, load 587 tons of the day before, on a descending gradient of 20 feet per mile for one mile, thence one mile nearly level, thence one mile ascending a gradient of 31½ feet per mile—she ran this distance of 3 miles in 10 minutes, and then stopped for want of steam.

The train was then backed to the 1½ mile post, and again started with 130 pounds of steam; this time she reached the 2⅙ mile point, and again stopped, not being able to supply herself with steam. The train was then backed to the station, when a 3d trial was made; with 20 loaded cars, gross tonnage, including engine and tender, 370, she ran to the 4⅓ mile point in 14½ minutes, and stopped for want of steam; stopped 20 minutes, then started with 115 pounds of steam, and run to the 9½ mile point in 30 minutes, and again stopped for want of steam; remained there 16 minutes, and again started with 95 pounds of steam, and run to the 11th mile in 7 minutes, making the 11 miles in 88 minutes!!!

She then stopped, and returned with the train to Santiago.

The 3d day, July 21st.—The English Passenger Engine "Montt," by R. & W. Hawthorne, of New Castle, started from the Santiago station, taking a train of 15 loaded eight-wheeled cars—gross tonnage of train, 288—running to the summit, 11⅔ miles, in 37′ 50″ minutes, including one stop of 3′ 15″ minutes to experiment on starting, which she did without difficulty. Total time to the 17th mile, the end of the route, 49 minutes; returning she carried back the same train to the summit, 6 miles from the Maipu river, in 25′ 04″ minutes, and returned with her train down grade to Santiago.

The 4th day, July 22d.—The American Passenger Engine "Santiago," by the Rogers Locomotive and Machine Works, of Paterson, started from the Santiago station, taking a train of 15 loaded eight-wheeled cars, gross tonnage of train, 290—running to the summit, 11⅔ miles, in 26′ 06″ minutes, including one stop of 1 minute to experiment on starting, which she did without difficulty. Total time to the 17th mile, the end of the route, 34′ 30″ minutes.

Returning, she carried back the same train to the summit, 6 miles from the Maipu bridge, in 22′ 31″ minutes, and returned with her train down grade to Santiago.

This closed the trial which resulted in the superiority of the Rogers Locomotives, of both classes, going and coming, although the calculated power of the Hawthorne engines was, in each class, 12 per cent. the greatest as to tractive power; and more as to fire surface and adhesion.

The result of the trial created the liveliest satisfaction on the part of the American Engineers and residents in Chile, as it completely vindicated their national reputation in the matter of mechanical skill, upon which physical superiority, at least, depends; and at once placed them in favor with a people with whom the locomotive engine is too new a wonder not to have its performances viewed with admiration, and who accept superior merit in such an affair, as a test of national superiority. The manufacturers, though some 10,000 miles away, whose skill supplied the means for the triumph, came in for a large share of the gratification felt and expressed.

From the data given, we are unable to point out the precise cause of the superiority of the American engine. Whatever it may have been, it must be referred to superior mechanical skill, either in the better adjustment of the parts, in their more perfect finish, or in the use of those contrivances which utilize the power generated in the highest degree. For the English Engineer to point out the cause of the unsatisfactory results attending his engines at the trial, would be simply a confession of mechanical inferiority.

A triumph like the one recorded, is of national value. The reputation of the Rogers' Works at home has been firmly established, by the uniform excellence of the engines constructed by it, from the first one turned out to the present time. To create a reputation for its engines in other countries, is to elevate in the eyes of the world our mechanical skill as a people, and to open outlets for the products of our industry, in which others can share as well as those who, by the excellence of their work, first opened the markets to us.

Railroad to Boonton.

It is to be presumed the people of Paterson do not want the Boonton Railroad to connect with this place. The Boonton people subscribed thirty thousand dollars toward the project; but whilst the books have been open two days at Congress Hall, not a Paterson man has been there to subscribe. Newark will probably secure the Boonton Railroad.—*Paterson Guardian.*

Pennsylvania Railroad--Tonnage Tax.

This interesting case, the *Commonwealth of Pennsylvania vs. The Pennsylvania Railroad Company*, in which was involved the construction of the provision of the Federal Constitution, which declares that "No State shall, without the consent of Congress, lay any duty on tonnage," was recently tried and determined in the Dauphin County Court.

The suit came up on an appeal by the company from a settlement made by the Auditor-General and State Treasurer with the company, by which they were found indebted to the State in the sum of $87,000, for a period of five months up to the first of November last, for tonnage due the State passing over the road from Philadelphia to Harrisburg. The railroad company contended that they are not liable to pay tax on goods coming from States and passing this State, and also that the law imposing this tax is unconstitutional. The company presented a mass of testimony showing their connexions with different railroads, steamboat lines, &c. The Commonwealth, on the other hand, contended that the Pennsylvania Railroad was only a local road, and possessed no chartered privileges outside of the State, and that the company had no right to act warehousemen to receive goods and forward them—that their legitimate business consisted only in shipping goods over their road when brought to them, &c.

The opinion of Judge Pearson, before whom the case was heard, as well as the final verdict were, of course, adverse to the assumption of the company. The Harrisburg *Telegraph* of the 1st inst., gives the following as a summary of the Judge's remarks on the merits of the case:

The arguments being closed last evening, His Honor Judge Pearson delivered a lengthy, elaborate, and able opinion of the case, reviewing the points as they had been presented to the Court. His Honor remarked that the case presented new and important features; a large amount of money was involved in it—perhaps, millions of dollars—together with important questions involving the rights of States. The question presented had no precedent in decisions given in this State, or by the Supreme Court of the United States. He was, therefore, bound to declare the law as he found it, regardless of all consequences, and that the Judiciary ought not, and would not, be influenced by the feeling of the State on any subject. He had no doubt that it was the duty of any Court of this State to declare a law unconstitutional, if it should be found in conflict with the Constitution of the United States. The Judge remarked that the Pennsylvania Railroad Company was incorporated on the 13th of April, 1846, for the purpose of building a railroad from Harrisburg to Pittsburg, and a burden was at that time imposed upon them that they should pay a tonnage tax upon goods carried over their road, and that after the expiration of twelve years they come now to contest the claim upon them made by the State, and the Court is called to decide the constitutional powers of this State. The constitutional power of this State to impose a tax upon goods carried in the State is not doubted; but the right to trammel foreign commerce is disputed. If the duties were merely imposed upon foreign goods passing through this State, it might present another question; but the burden was thrown upon the corporation alone, and not upon citizens of other States. The citizens of this State, as well as those of others, were equally taxed; and it would not do at this time for the railroad company to come into Court and say, "We have collected the money from those who shipped goods over our road, but we won't pay it over because we deem the law imposing those duties unconstitutional." His Honor then inquired, "Who can take advantage of the unconstitutionality of the law?" "Certainly the railroad company cannot; but the party paying the duties might test its constitutionality." He held the law to be a contract between the railroad and the State to pay certain amounts for the franchises received from the commonwealth, and hooted at the idea of the railroad company coming into Court and contesting this claim. They had no defence at all on this plea; they could not come and say, in good conscience, that they had collected this money, but refused to pay it over because they considered the law unconstitutional. The only party that might bring such a plea must be a citizen of another State. He did not look upon them as the agents for the State to collect this tax, but they collected it for themselves. The agent cannot say to the principal that he had collected this money, but refused to pay it over. After explaining the case fully, His Honor directed the jury to return a verdict in favor of the State for the full amount claimed, with interest from the date of the settlement; whereupon the jury retired, and in a short time returned a verdict against the railroad company for the sum of $91,196 61, debt and interest to date.

It is the intention of the company to carry their case into the higher courts, and there contest the State's constitutional ability, or disability, to levy tonnage duties on the transit of merchandise over their road.

New York and Erie Railroad.

We republish, with some alterations the proposition of Messrs. Heseltine & Powell of London, in reference to the affairs of the Erie railroad. The suggestions made, with those coming from other quarters, will help to form the conclusions finally to be adopted for restoring the finances and position of this company.

We presume little will be done previous to the election of the new board, which is to take place on the 11th proximo. The intervening time will be well occupied in discussing the merits of the various plans laid before the public.

We believe there is a growing confidence that matters can be made right again, so far, at least, as the bondholders are concerned. The road is doing well, and is in a pretty fair condition. Its capacity to earn a very large sum is thoroughly established. What is now wanted is some plan for re-organization that shall command public confidence. This will come by and by. We learn that the Persia brought out Mr. Wm. L. Splatt and Mr. Wm. Evans of London, who are somewhat interested in the road, and very likely largely represent the views of English bondholders. These gentlemen are looking into the affairs of the company, and their opinions or recommendations may have much influence in reference to the plan finally to be adopted.

Premises and Arguments.

The revenue is so abundant for the 1st, 2d and 3d mortgage bondholders, that many of them may be expected to insist on their rights—and, if not paid early, to mar the whole plan of a *friendly* foreclosure under 4th and 5th, by pressing a *hostile* foreclosure under 1st, 2d, or 3d, with a view of enforcing *par* on each.

Therefore, means ought to be found to pay them early all arrears.

The "floating" creditors might force a sacrifice of 4th mortgage bonds, to the serious prejudice of the other 4th and of all subordinate bondholders, or they might procure embarrassing judgments.

Therefore, they ought to be got rid of, and the bonds redeemed.

Without *some money* being raised, there appears no little peril that before the surplus revenue over and above accruing interest shall have accumulated enough to pay off all arrears and floating debts; some one or more early bondholders or creditors will have grown impatient and hostile, and mar all the friendly plans of re-organization.

Assuming *money* to be necessary, the terms of re-organization must be such as to raise it by compulsion, *i. e.*, raise it from certain classes as a condition of being admitted, otherwise the "willing horses" are overburdened to save drones.

It is very desirable to avoid even the appearance of using the sponge on any part of the debt, seeing how large an European interest has to be consulted, and how advantageous it will be to avoid even the semblance of dishonor or repudiation.

Therefore do not let objections be raised to the mere appearance of a large common capital stock. It can make no difference *intrinsically* whether a bondholder convert his $1,000 into $1,000 stock, part of a total of $10,000,000, or into $500, part of a total of $5,000,000, but it may make a considerable difference in the feelings with which an irritated and aggrieved bondholder would discuss the proposal.

To induce the advance of money by the subordinate interests invited to re-organize, you must remove all *serious risk* of damage from *excessive mortgage* charges. It cannot be considered that this point is attained to the extent that will satisfy English notions, if more than $13,000,000 of mortgage debt remain.

Therefore, the 4th and 5th mortgage bonds ought to be converted into something less perilous, but yet retaining the same order of priority. Let them both be converted into one preference stock, the 5th paying a contribution to the *cash fund*, for the privilege of ranking along with the 4th, and the 4th being let off from all new contributions of cash. So, then, the 4th will retain the same *relative order or priority* as if they should foreclose entirely on their own account; but they will not have the monopoly of the surplus after the first three mortgages; and, on the other hand, they will, as a compensation, be relieved from providing the cash, which they must find if they foreclose on their own account.

The unsecured bondholders should turn their claims, both principal and arrears, into a new capital stock at *par*, and the shareholders should turn their shares into the same stock, but valuing them at a discount of 70 per cent.

The contributions to the cash fund to become preferred stock. Assuming that $1,000,000 is wanted to pay off arrears of interest and the floating debt, a contribution of about 10 per cent. on the 5th mortgage bonds, and on the suggested capital stock of, say, $10,000,000 (see below) would be ample.

The preferred stock dividends to be accumulative, in case of any temporary omission of dividend, and a clause to be inserted in the new charter prohibiting the company from borrowing any money on bonds or preference shares, in excess of $13,000,000, and $6,000,000 thus assimilating the proportions of bond, preference and share capital to that of English railways. Should there be any difficulty in obtaining the insertion of such a

clause, it is proposed to cover the preference capital by a 4th mortgage at a long date, with a sinking fund of 1 per cent. This new mortgage would be necessary, as foreclosing on the present 4th mortgage deed would annul it.

RESULTS.

			Annual Interest at 7 per ct.
Mortgages		$13,000,000	$910,000
Preferred stock.			
To be secured by a 4th mortgage if necessary.			
From 4th mort.	$3,600,000		
From 5th do.	1,000,000		
From 10 per cent. subscription by unsecur'd bondholders & shareholder on $10,000 new share capital	1,000,000		
From 10 per cent. subscription by 5th mort. bondholders	100,000		
		5,700,000	399,000
Common stock.			
Unsecured bonds and arrears	$8,000,000		
* 30 per cent. on $11,000,000 present Erie Share capital	3,300,000		
	$11,300,000		
Recusants	1,300,000		
		10,000,000	700,000
Total capital		$28,700,000	$2,009,000
Being 40 per cent. net receipts on a *gross take* of			$5,022,500
The average for 5 years ending Sept. 30, 1858			$5,618,432

Journal of Railroad Law.

BODILY INJURIES AND SUFFERING.—WHAT DAMAGES ARE RECOVERABLE FOR THEM.

When a passenger is injured by a railroad accident or other disaster, it often happens that the injury, and even the pain and suffering which accompany it, are not confined to the time immediately following the calamity, but they extend on through a long series of years and even through the whole lifetime of the sufferer. So also a personal injury is frequently followed by evils which were not fully apprehended at the outset, but break out only after lapse of time. And it is often a delicate and difficult question to determine how far these future or prospective injuries, are a proper subject of compensation in damages.

The general rule of law on this subject is that while the party through whose negligence the accident happened, is, by no means, to be charged with damages for every item of injury or pain which may, possibly, or even probably, ensue in consequence of it, so, on the other hand, his liability is not to be limited absolutely to those injuries which have already happened at the time when the question is brought to a determination. The law draws the line midway between the two extremes. The defendant must pay damages for all future injuries which, it is shown to a reasonable certainty, will result from the accident, but there his liability ends.

The principles above stated are applied in the late case of Curtis *vs.* the Rochester and Syracuse Railroad Company.

The plaintiff in this action was a female who took passage in the defendants' cars at Geneva with the intention of going to Auburn.

All went well, until the train reached Waterloo. There a switch was deranged, or as the defendants attempted to show on the trial, the rails spread apart, and the train ran from the track.

The plaintiff's ancle was wrenched and her leg bruised. Her injuries did not stop here. A running sore, or ulcer, succeeded upon the bruised place, which continued running down to the time of the trial, nearly two years after the accident.

There was considerable medical testimony admited in respect to the probability of the sores being healed at some future time and as to the continued effect of the plaintiff's injuries in causing bodily pain and affecting her general health.

Upon the trial, the Judge, in instructing the jury, in reference to the data upon which they were to estimate damages, told the jury that they were to take into consideration "the bodily pain and suffering which the plaintiff suffered or *was likely to suffer*, in consequence of the neglect of the defendants."

The defendants excepted to this part of the charge and the point was argued upon the appeal.

Judge SELDEN said, on this point, in delivering the opinion of the Court:

"The jury are told that in estimating the damages, they would be justified in taking into consideration 'the bodily pain and suffering which the plaintiff suffered, or *was likely to suffer*, in consequence of the neglect of the defendants.' This construction, in so far as it relates to future pain and suffering, is clearly erroneous; and if it had not been subsequently modified, the error would, I think, have been necessarily fatal to the judgment. *There is no doubt that bodily pain and suffering is a proper item of damages in such cases.* (Ransom *vs.* N. Y. & Erie R. R. Co., 15 N. Y., 415.)

"Nor is the estimate necessarily limited to suffering which is past, where the proof renders it *reasonably certain* that further pain and suffering is inevitable.

"In estimating the pecuniary loss, in such cases, all the consequences of the injury, future as well as past are to be taken into consideration; and there seems to be no reason why a different rule should prevail in respect to bodily pain and suffering. But the objection to the charge is, that it authorizes an allowance of damages for future pain which is rendered *probable merely*. Damages are to be proved; and none can be allowed except such as are shown by the proof to be, at least, to a reasonable degree, certain.

"The error, however, was corrected upon the trial. The judge, upon his attention being called to the point, further instructed the jury, "that future damages could only be awarded where it is rendered reasonably certain, from the evidence, that such damages will inevitably and necessarily result from the original injury.' With this qualification, I see no objection to the charge on this subject, and this objection also should, therefore, be overruled.

"Judge Grover upon the same point said: 'The exception to that portion of the charge holding that the plaintiff could recover a compensation for bodily pain suffered, or that she was likely to suffer,' is general; and it is settled that such an exception is unavailing, when any portion of the charge thus excepted to is correct.

"In the case of Ransom *vs.* New York and Erie Railroad Company, it was decided by this Court, that bodily pain and suffering arising from an injury, was a proper subject for pecuniary compensation. This exception does not render it necessary to examine that portion of the charge holding that the plaintiff could recover for pain and suffering likely to be suffered.

"In this case, the judge, I think, laid down the true rule, in substance, in his charge; that the plaintiff could only recover damages for such pain and suffering as the evidence rendered *reasonably certain* would necessarily result from the injury. But, as remarked above, the exception is too general to present any question as to future pain.

"The judgment should be affirmed."

English vs. American Rails.

To the Editor of the AM. RAILROAD JOURNAL:

Your correspondent "J. R." represents me to have "affirmed the decided superiority of English to American rails," which I did not intend to do; for whatever one's opinion may be, it has but little weight when facts can be obtained; and if such a statement can be found in my article, I beg to withdraw it. The undue notoriety given to the letter of the Superintendent of the C. G. R. R., and the attempt at the conclusion that American rails are better than English, because one trial favored the American, was the cause of my offer to make certain tests, the result of which, if accepted; would surely not settle the question, but only be one additional fact towards a settlement.

It is very certain that a large amount of not very productive bonds have been passed off to the English iron masters, and if they occasionally send in return some "rails that splinter," are they not excusable?

But few will claim for the American rails the uniformity of quality it is acknowledged that the English possess; and although the cost of each is at present nearly the same, the latter, I apprehend, will never be excluded, because of inferior quality, but only by legislation or a reduction of wages in this country, neither of which disasters is likely to occur.

Yours, very respectfully,

R. O.

New Orleans and Jackson Railroad.

The following was the business of the New Orleans, Jackson and Great Northern Railroad for the year ending August 31:

Sept., 1858	$46,029	March, 1859	$78,241
October	84,861	April	70,839
November	100,575	May	54,561
December	112,121	June	45,431
January, 1859	98,970	July	50,244
February	78,708	August	50,666

Total earnings for twelve months ... $871,246

The quantity of cotton brought over the road for the year ending 31st August was 144,452 bales.

Genesee Valley Railroad.

We learn from the Rochester *Union* that the portion of this road extending from Avon to Mt. Morris, has been leased for a term of years to the Buffalo, New York and Erie Railroad Company, who already have control of the northern section of the road, from Rochester to Avon.

* Each Erie share of $100 will, on subscribing $3, receive $30 in the new capital stock.

New York Central Railroad.

Statement showing the operations of the New York Central Railroad for the five years ending September 30, 1858.

1. TABLE *showing the cost of construction and equipments, earnings, etc.*

Years.	Cost of r'd and equipment.	Length of road. Main.	Branch.	2d track & sid'gs.	Equiv. in single track.	Liabilities of Company. Paid-up capital	Funded debt.	Floating debt.	Miles of r'd operated.	Total miles run by loc. com. with trains.	Carried one mile. Number of passengers.	Tons of freight.	Gross earnings. Pass'ger traffic.	Freight traffic.	Tot., incl. mails, etc.	Repairs & operating expenses.	Net earn'gs or rec'pts over expenditu's.	Am'nt applied to interest.	Am'nt applied to div'd's.
'54.	$25,907,374	297.8	265.0	276.8	839.6	$23,067,415	$11,947,121	$110,700	562.8	3,317,278	166,874,473	81,160,080	$3,151,514	$2,479,821	$5,918,334	$3,088,041	$2,830,293	$656,513	$1,125,506
'55.	27,360,731	297.8	258.1	308.2	864.1	23,067,415	14,462,742	.....	555.9	3,351,892	169,052,341	99,605,836	3,242,229	3,189,603	6,563,581	3,401,455	3,162,126	839,928	2,875,767
'56.	29,786,372	297.8	258,1	313.8	869.7	23,067,400	14,763,897	.....	555.9	3,296,532	165,889,551	145,733,678	3,207,378	4,328,041	7,707,348	4,097,867	3,609,481	931,577	1,919,564
'57.	30,515,815	297.8	258.1	313.8	869.7	24,136,660	14,607,510	.....	555.9	3,647,421	160,423,541	145,873,776	3,147,637	4,559,275	8,027,251	4,453,515	3,573,736	970,871	1,919,564
'58.	30,732,517	297.8	258.1	313.8	869.7	24,182,400	14,402,634	.....	555.9	3,669,194	136,091,023	142,691,178	2,532,646	3,700,270	6,528,412	3,487,292	3,041,120	976,192	1,919,564
	144,302,809	1489.0	1297.4	1526.4	4312.8	117,521,290	70,183,904	110,700	2786.4	17,282,317	795,330,989	615,072,548	15,281,404	18,257,009	34,744,926	18,528,170	16,216,756	4,374,381	9,759,965
Av.	28,860,562	297.8	259.4	305.3	862.5	23,504,238	14,036,781	.....	557.2	3,456,463	159,066,188	123,014,509	3,056,281	3,651,402	6,948,985	3,705,634	3,243,351	874,876	1,951,993

2. TABLE *showing the cost of repairing and operating the road, rolling stock, etc.*

Years.	Roadway, track, buildings, etc. Road-bed and iron.	Buildings, fences, etc.	Taxes on real estate.	Total cost of maintain'g r'd.	Rolling stock, tools, etc. Engines & tenders.	Cars and trucks.	Tools and machin'y in shops.	Total cost of repairs includ. incidentals.	Operating engines and trains. Conductors & brakemen.	Engin'rs & firemen.	Coal and wood.	Oil & waste. Used for engines.	Used for cars.	Total cost of operating.	Miscellaneous. Office and stationery.	General superintendence.	Agents, clerks, station-men, lab'r'rs, etc.	Losses and damages.	Incidental expenses.	Tot. cost & charges.	Grand total cost of repairs and operating.
1854.	$653,515	$72,030	$114,092	$839,637	$270,682	$300,644	$26,995	$659,092	$140,230	$128,889	$510,131	$65,351	$61,332	$905,932	$13,421	$15,323	$397,354	$85,894	$171,386	$683,378	$3,088,041
1855.	657,290	64,666	111,529	836,562	400,392	297,387	30,559	778,361	145,000	151,848	589,831	63,003	63,004	1,012,688	7,587	27,007	489,128	91,204	158,218	773,844	3,401,455
1856.	853,507	131,877	143,054	1,130,429	445,414	353,885	40,684	877,730	149,287	166,060	768,583	62,851	62,851	1,209,634	4,045	33,408	587,057	131,140	124,424	880,074	4,097,867
1857.	1,049,468	129,699	134,373	1,315,543	435,384	368,696	30,807	898,983	157,046	170,553	847,853	61,844	61,844	1,299,140	28,973	53,795	622,774	88,102	146,215	939,849	4,453,515
1858.	865,154	123,690	122,906	1,114,294	283,487	229,548	24,057	571,326	131,191	166,351	549,178	45,324	42,400	934,444	23,726	51,307	585,382	137,786	69,027	867,228	3,487,292
	4,078,934	521,962	625,954	5,236,465	1,835,359	1,550,155	153,102	3,785,492	722,758	783,701	3,265,576	298,373	291,431	5,361,838	77,752	180,840	2,681,695	534,126	629,260	4,144,373	18,528,170
Aver.	815,787	104,392	125,191	1,047,293	367,072	310,031	30,620	757,098	144,551	156,740	653,115	59,675	58,286	1,072,368	15,550	36,168	536,339	106,825	125,852	828,875	3,705,634

3. TABLE *showing the cost (in cents) per mile run by locomotives with trains, reduced from Table No. 2.*

1854.....	19.70	2.17	3.44	25.32	8.46	9.06	0.81	19.87	4.23	3.89	15.37	1.97	1.85	27.32	0.40	0.46	11.98	2.59	5.17	20.61	93.12
1855.....	19.61	1.92	3.39	24.96	11.94	8.89	0.91	23.22	4.31	4.53	17.59	1.89	1.89	30.21	0.23	0.82	14.59	2.72	4.72	23.08	101.47
1856.....	25.89	4.00	4.34	34.29	13.51	10.73	1.23	26.62	4.53	5.04	23.31	1.91	1.90	36.69	0.12	1.01	17.81	3.98	3.77	26.69	124.30
1857.....	28.77	3.55	3.68	36.07	11.94	10.18	0.84	24.65	4.31	4.68	23.24	1.69	1.69	35.61	0.79	1.47	17.01	2.41	4.09	25.77	122.10
1858.....	23.58	3.37	3.35	30.37	7.72	6.25	0.65	15.57	3.58	4.54	14.97	1.23	1.15	25.47	0.65	1.40	15.95	3.75	1.88	23.63	95.04
	117.55	15.01	18.20	151.01	53.57	45.11	4.44	109.93	20.96	22.68	94.48	8.69	8.48	155.30	2.19	5.16	77.34	15.45	19.63	119.78	536.03
Average.	23.51	3.00	3.64	30.20	10.71	9.02	0.89	21.98	4.19	4.54	18.89	1.74	1.69	31.06	0.44	1.03	15.47	3.09	3.92	23.95	107.20

4. TABLE *showing the receipts, etc., per mile run, and the ratio of specific expenses.*

Years.	Total receipts p. mile run.	Tot. expenses p. mile run.	Total net rec'pts p. mile run.	Ratio of expendit's to tot. rec'pts.	Ratio to total expenditure. Road track, etc.	Rolling stock, etc.	Cost of operat'g.	Miscellan's expenses.
1854.....	$1.78	$0.93	$0.85	52.25	27.19	21.34	29.34	22.13
1855.....	1.95	1.01	0.94	51.28	24.60	22.88	29.77	22.74
1856.....	2.34	1.24	1.10	53.12	27.59	21.43	29.54	21.43
1857.....	2.20	1.22	0.98	55.45	29.52	20.17	29.16	21.15
1858.....	1.78	0.95	0.83	54.49	31.95	16.39	26.80	24.85
	10.05	5.35	4.70	266.59	140.85	102.21	144.61	112.30
Average	2.01	1.07	0.94	53.32	28.17	20.44	28.92	22.46

5. TABLE *showing the cost, capital, receipts, expenditures, etc., per mile of road.*

Years.	Cost of road and equipment.	Liabilities per mile. Capital stock.	Funded debt.	Floating debt.	Total receipts per mile.	Total expenses per mile.	Net receipts per mile.
1854.....	$46,033	$40,987	$21,228	$196	$10,516	$5,487	$5,029
1855.....	49,210	41,488	26,012	....	11,805	6,117	5,688
1856.....	53,572	41,488	26,552	....	13,862	7,370	6,492
1857.....	54,885	43,441	26,272	....	14,437	8,010	6,427
1858.....	55,274	43,493	25,904	....	11,742	6,272	5,470
	258,985	210,897	125,968	196	62,362	33,256	29,106
Average.....	51,797	42,179	25,194	....	12,472	6,651	5,821

Satisfactory Condition of the U. S. Treasury.

A correspondent of the *N. Y. Times*, in a letter dated Washington, September 14, 1859, says:—

According to official data the importations for the present fiscal year will greatly exceed those of the year 1857, and will reach in amount at least $390,000,000, which, at the average duty of 16 per cent. will yield revenue of $62,400,000, or $6,400,000 more than was estimated for by Secretary Cobb in his last annual report to Congress. It is an interesting fact that while the Government receipts thus exceed the Secretary's estimates, the public expenditures are falling considerably below his figures. The result of this double operation will be the receipt of a sufficient revenue not only to meet the current wants of the Government without any further loan or re-issue of Treasury notes, but the speedy accumulation of a surplus to be again applied to the redemption of the public debt. Never before, since the foundation of our Government, have the recuperative powers of the Federal exchequer been so forcibly exhibited.

Those who feel an interest in the financial condition of the General Government can rely upon the following statement being authentic, and the data from which it is drawn official and reliable. The balance of unexpended appropriations in the Treasury on the 30th of June, 1858, was four millions below the balance the year previous, and amounted to $26,782,062 62. This balance on the 30th June, 1859, amounted to. $22,455,991 74

Special appropriations for year ending June 30, 1860	41,367,699 63
Permanent appropriations for year ending June 30, 1860	8,497,724 50
Estimated additional appropriations for present year	9,000,000 00
Total	$81,321,415 87
Reducing the estimated balance of appropriations unexpend'd again, four millions below the preceding year, we have	18,000,000 00
Leaves estimated expenditures for 1859-60	$63,321,415 87
To meet these expenditures the government had a balance in the treasury July 1st, 1859	$4,339,275 54
Balance of loan, 1858	1,380,000 00
Treasury notes re-issuable June 30, 1859	4,953,200 00
Total available means July 1, 1859,	$10,672,475 54
Present estimated receipts from customs	62,400,000 00
Present estimated receipts from lands	2,500,000 00
Present estimated receipts from miscellaneous	1,500,000 00
Estimated means for the year 1859-1860	$77,072,475 54
Deduct estimated expenditures	63,321,415 87
Estimated surplus for the year	$13,751,059 67

After deducting from this surplus the six millions required to be retained in the Treasury for mint purposes, there still remains a balance of $7,751,059 67 to be applied to the redemption of outstanding Treasury notes, a sum much larger than the whole amount of notes re-issuable on the 30th June last, and it is a fact well ascertained that no notes redeemed *subsequent* to that date will be re-issued at the Treasury.

If my figures and estimates, drawn from official sources, be correct, it must be apparent to every one that the Treasury will be under no necessity to draw again upon its credit; and that there will not only be no call for another Government loan, but no other re-issue of Treasury notes except a small amount, say two millions of those on hand 30th June last, and then re-issuable, as included above in the "available means July 1, 1859."

How then will the surplus this year of nearly fourteen millions of dollars—with the prospect of a large increase in the future—be absorbed? With the exception of $40,000, the public debt is bearing an interest of 5, 5½, 5¾ and 6 per cent.—and the holders will regard it as a first-class permanent investment, and be reluctant to surrender the stock to the Government even after the Treasury is in funds to reimburse it.

What a change a single twelvemonth presents in the condition of our national finances. Then every effort was directed to the raising of revenue—now the Treasury Department is already planning for a redemption of the public debt in advance of its maturity. Well may our government stock be eagerly sought after by capitalists at home and abroad, for with us a pecuniary embarrassment must always be temporary.

Trade and Commerce of Cincinnati.

A supplement to the "*Cincinnati Price Current*," published on the 14th inst., gives a statement of the Trade and Commerce of that city for the year ending 31st August, 1859. It occupies nineteen columns of the sheet, and exhibits the progress of the city since its foundation in 1788.

At first called Losantiville, but subsequently Cincinnati, it was many years after the date of its foundation that the city began to rise into eminence. In 1819 it was incorporated, only 40 years ago; and already it has become the third city of the Union—New York and Philadelphia only exceeding it in population. We may also give it the same rank in wealth and importance. The report claims for it 250,000 inhabitants; and styles it the most extensive provision market in this or any other country, famous for the skill and enterprise of her mechanics, the extent of her manufactures, and the wonderful progress and magnitude of her commerce, now reaching probably $200,000,000 annually.

Commercially, and financially, the past year has been one of general prosperity; and the increase in the commerce and industry of the city has been at once large, legitimate and healthy. The dark clouds which obscured the business horizon in 1857 and 1858 have all been dispersed during the past year, and prosperity has once more revisited its former abode. Buildings, massive and extensive, have been erected, old buildings have been replaced by new, new streets opened, and the city vastly extended over the available vicinity, especially on the west side. The expansion of commerce has been noteworthy. The increase in the grocery trade particularly will attract attention. The imports of coffee increased 11 per cent., of sugar 30 per cent., and of molasses 60 per cent. One-sixth of all the sugar, and one-fifth of all the molasses of Louisiana found a market here, and also an eighth of all the coffee imported into the United States from Brazil; and notwithstanding these heavy importations, they were not in excess of the demand. The exports have also largely increased both in amount and value. Capital has been abundant and easily obtained upon acceptable security, at 10 to 12 per cent., and exchange on the east has been kept down to ½ and ¾ premium. All this exhibits a state of unprecedented prosperity, and an ability in the West which is highly agreeable to contemplate, so soon after the financial revulsion to which all interests have been subjected.

Referring to the footings of a synoptical statement of the value of the manufactures of the city, we find that in 1840 the amount was $17,780,033, in 1850, $54,550,134, and in 1859, $112,254,000, having tripled in the first ten years, and more than doubled in the next nine years. The value of the leading products manufactured at these periods has been as follows:

	1840.	1850.	1859.
Agricul'l implemt's and machinery..	$36,000	$78,000	$1,290,000
Alcohol and spirits of wine	145,000	608,260	2,260,000
Ale and beer	126,000	566,000	1,500,000
Boots and shoes	488,000	1,182,650	1,750,450
Butcher's meat	1,098,015	2,850,000	4,370,000
Candles, lard, oil, &c	353,940	4,490,900	6,114,500
Carpen'r and building work	418,600	2,116,000	2,760,000
Clothing	1,223,800	1,947,500	15,000,000
Cooper ware	167,000	387,000	1,510,000
Feed and flour	816,700	1,690,000	3,216,000
Foundery castings.	668,657	3,676,500	6,353,400
Furniture	676.800	1,660,000	3,656,000
Iron, bar, sheet, etc., and nails	394,000	1,146,000	4,334,000
Iron, wrought, etc.	.....	.....	1,000,000
Liquors, domestic.	145,000	726.000	3,600,000
Medicines, patent.	68,000	952,000	1,960,000
Millinery	120,000	820,000	1,750,000
Pork & beef pack'g	3,074,912	5,760,090	6,300,000
Publications, books newspapers, etc.	518,500	1,276,540	2,610,050
Sashes, blinds, doors etc	71,700	312,000	1,380,000
Stone cutting	83,000	222,000	1,125,000
Tailoring	276,000	832,000	2,035,000
Tanneries	335,000	965,000	1,520,000
Tobacco, snuff and cigars	325,000	931,000	1,667,000
Whiskey	145,000	2,857,920	5,318 730

In the above no products are included but those which were valued at a million and upwards in the last year. This table is followed by a detailed statement of each of the products of trade separately, and the import and export of each for a series of years.

The following table compares the imports and exports in the two past years, 1858 and 1859:

	1858.	1859.	Increase.
Imports	$83,644,747	$96,213,274	$12,568,527
Exports	91,906,506	107,007,707	15,101,201
Total	$175,551,253	$203,220,981	$27,669,728

The arrivals and departures of steamboats during the years 1855-6, and 1858-9, inclusive, are showing in the annexed:

ARRIVALS.

From	1855-6.	1856-7.	1857-8.	1858-9.
New Orleans	143	127	158	172
Pittsburg	530	385	414	340
St. Louis	279	315	262	263
Other ports	1,844	1,878	2,334	2,381
Total.	2,796	2,703	3,168	3,106

DEPARTURES.

	1855 6.	1856-7.	1857 8.	1858-9.
New Orleans	146	101	153	182
Pittsburg	453	393	392	330
St. Louis	374	376	237	244
Other ports	1,810	1,781	2,408	2,116
Total	2,783	2,648	3,190	2,872

The number of steamboats and barges which have run between Cincinnati and other ports for each year since 1850 has been as follows:

	Number.	Tonnage.	
1850-51	233	49,274	Tons.
1851-52	203	50.542	"
1852-53	298	76,647	"
1853-54	314	80,266	"
1854-55	318	80,874	"
1855-56	365	92,401	"
1856-57	357	87,458	"
1857-58	319	74,483	"
1858-59	327	78,222	"

The following shows the whole number, with the tonnage of steamboats and barges built, for each year since 1847-58:

	Number.	Tonnage.
1847-48	29	10,233 Tons.
1848-49	23	7,281 "
1849-50	16	4,560 "
1850-51	31	8,206 "
1851-52	33	8,696 "
1852-53	29	10,252 "
1853-54	31	9,858 "
1854-55	27	8,698 "
1855-56	33	11,526 "
1856-57	34	10,600 "
1857-58	14	5,334 "
1858-59	11	3,735 "

Such is in brief a view of the commerce and industry of this city. It is but a type of the general progress and prospects of the country. Pittsburg, Louisville, St. Louis and Chicago can probably show equally satisfactory results for the year. New Orleans has already reported, and shows a large increase of commerce over any former year; and what with the redundant harvest with which we have been blessed may not the next year bring forth.

Cost of Transporting Coal on the Baltimore and Ohio Railroad.

The following estimates of the actual cost to this company of transporting coal from Piedmont and Cumberland to Baltimore, were made by an experienced and competent official connected with the practical working of the road:

The cost of transporting one ton of coal from Piedmont to Baltimore, 206 miles, is:

For locomotive and train expenses, due to hauling one ton of coal	71.7
Repairs of coal cars	17.7
Maintenance of railway bridges, &c.	49.4
Total cost	138.8

The cost of transporting one ton of coal from Cumberland, 180 miles, to Baltimore, is:

For locomotive and train expenses, due to hauling one ton of coal	65.7
Repairs of coal cars	15.4
Maintenance of railway bridges, &c.	43.2
Total cost	124.3

In the calculation from which the above results are obtained, no expenses are taken into consideration but those immediately connected with the coal trade, or in other words, it is intended to represent the amount of money expended by the Baltimore and Ohio Railroad Company to enable them to haul one ton of coal (2,240 lbs.) from Piedmont and Cumberland to Baltimore, whilst they are at the same time engaged in a general transportation and passenger business, maintaining the expenditure necessary thereto.

Gulf and Ship Island Railroad.

The design of this road is to build up the interests of Mississippi. It proposes to run from the coast of that State, somewhere near Mississippi City, up through the centre of the State. A route has already been laid off to cross the Southern road about fourteen miles east of Brandon. Some of the Mississippians feel a State pride in this matter, as it is belived that it will build up a State commercial metropolis which can successfully compete with New Orleans and Mobile in the cotton trade, by virtue of the fine port near its proposed terminus on the coast.—*Livingston (Ala.) Democrat.*

Pittsburg and Connelsville Railroad.

The first payment of $5,000 has been made to the parties having the contract for the construction of their section of this road, between Turtle Creek and Pittsburg. The work is being rapidly pushed towards completion.

Cincinnati Stock Sales.

BY KIRK & CHERVER.

For the week ending September 20, 1859.

BONDS.	Per cent.	
Little Miami, 1st Mort.	6s	85 and int.
Covington and Lexington, 2d Mortgage	7s	60
Ohio & Miss., E. D., Construction	7s	25
Cinc., Ham. and Dayton, 2d Mortgage	7s	82½
Indianap. & Cincinnati, do. do.	7s	82½
STOCKS.		
Cincinnati, Hamilton & Dayton		70
Columbus and Xenia		33
Indianapolis & Cincinnati		50
Little Miami		86

Railroad Earnings.

The earnings of the Central Railroad Company of New Jersey, for the month of August, 1859, were $91,746 86
For August, 1858 77,845 30

Increase, 18 per cent. $13,901 56

The earnings of the Ohio and Mississippi Railroad Company for August, 1859, were, $166,777 23
August, 1858 146,297 99

Increase $20,479 24

The revenue of the Baltimore and Ohio railroad, for August, 1859, was:—

MAIN STEM.		
Passengers	$68,502 66	
Mails	7,833 34	
Express	3,929 97	
Tonnage	246,914 97	
		$327,180 94
WASHINGTON BRANCH.		
Passengers	$30,075 29	
Mails	1,000 00	
Express	1,350 00	
Tonnage	6,144 44	
		38,569 73
N. W. VIRGINIA BRANCH.		
Passengers	$3,533 38	
Mails	866 66	
Tonnage	6,790 21	
		11,190 25
Total		$376,940 92

Compared with the same month in 1858, the returns show the following result:

	Aug., 1859.	Aug., 1858.
Main stem	$327,180 94	$315,058 92
Washington branch	38,569 73	40,913 16
N. W. Virginia branch	11,190 25	14,539 28
Totals	$376,940 92	$370,511 36
Increase		$6,429 56

Revenue of July, 1859, compared with August, 1859:—

MAIN STEM.	Passenger.	Tonnage.	Totals.
Aug., 1859	$68,502 66	$258,678 28	$327,180 94
July, 1859	59,982 35	207,296 42	267,278 77
Increase	$8,520 31	$51,381 86	$59,902 17
WASHINGTON BRANCH.			
Aug., 1859	$30,075 29	$8,494 44	$38,569 73
July, 1859	26,467 80	6,472 42	32,940 22
Increase	$3,607 49	2,022 02	$5,629 51
N.W. VIRGINIA.			
Aug., 1859	$3,533 38	$7,656 87	$11,190 25
July, 1859	2,179 77	8,535 66	10,715 43
Pass'ger incr.	$1,353 61	.....	.....
Tonnage decr.	....	$878 69	.....
Total increase			$474 82
Total increase of passengers in Aug., 1859, over July			13,481 41
Total increase of tonnage on Main Stem and Washington branch			53,403 88
Less decrease on tonnage on the North-western Virginia railroad			878 79
Total increase of tonnage over July			$52,525 09
Total increase of revenue on the 3 roads,			$66,006 50

The comparison of the earnings of the present with those of the last fiscal year, shows the following results:

	1858.	1857.
October	$392,503 02	$396,191 85
November	383,159 22	361,443 38
December	336,861 01	379,259 02
	1859.	1858.
January	327,176 63	317,518 73
February	321,391 10	277,035 49
March	410,061 21	439,256 23
April	369,067 33	483,558 45
May	397,959 53	397,770 07
June	359,029 01	400,730 00
July	310,934 42	358,604 65
August	376,940 92	370,511 36
	$3,985,083 21	$4,184,874 23
Decrease present y'r,	$199,791 02	

The following statement shows the business of the Philadelphia and Reading Railroad Company, for the month of August, 1859, compared with the corresponding month of last year:—

	1859.	1858.
Received from coal	$173,851 02	$190,171 06
Do. merchandise.	31,433 92	27,090 70
Do. travel, etc.	36,410 39	29,798 06
Total	$241,695 33	$247,068 82
Transportation, roadway, dumpage, renewal Fund, and all charges	126,995 54	122,862 85
Net profit for the m'th	114,700 09	$124,205 97
Do. for previous 8 mos.	735,868 06	646,540 50
Total net profit for 9 months	$850,568 15	$770,745 47

The following statement represents the monthly receipts of the Sixth and Eighth avenue railroads since January 1, according to the reports made at the Comptroller's office:—

	Sixth Av.	Eighth Av.
January	$25,373 46	$29,847 77
February	22,166 63	26,274 02
March	26,435 87	31,326 53
April	27,099 85	31,828 87
May	30,404 00	35,554 66
June	28,793 38	34,167 72
July	27,876 21	34,630 37
August	28,553 98	33,682 23
Total	$216,703 38	$256,980 17

It will be seen that the month of May was the busiest on both roads, and the month of February the other extreme. The average number of passengers in a month on the Sixth avenue road was, therefore, 541,738; in one day, 18,058. On the Eighth avenue road the average number of passengers in a month exceeds that of the Sixth by about 10,000; daily, about 330.

The receipts of the Grand Trunk Railway of Canada for the week ending Sept. 10,

were	$48,758 68
Week ending Sept. 11, 1858	41,753 80
Increase	$7,004 88
Total traffic from July 1st	$432,735 15
Same period last year	408,738 09
Increase	$23,997 06

Staten Island Railroad.

The Staten Island Railroad is being pushed forward as rapidly as possible. A very fine substantial bridge has been thrown over Chestnut avenue at Clifton, which will cost about $1,000. In filling in the meadows, the new earth sinks two or three feet in a night, displacing the black mud, which rises up on each side. The north-western end of

the road, near Tottenville, will be equipped first; that portion has been thoroughly graded and settled. It is anticipated that the road will be in operation by Christmas.

American Railroad Journal.

Saturday, September 24, 1859.

ERRATUM.—In the tabular statement accompanying our article upon the New York and Erie Railroad in last week's issue, under the head of "Passenger Traffic," the receipts from the transportation of passengers for 1858, are stated at "$1,682,258," instead of $1,182,258. This error is the more annoying from the fact that in the remarks immediately preceding the table, particular reference is made to this column of figures. We think we can vouch for the correctness of every other figure in the statement.

Sale of Pacific Railroad Lands.

The Pacific railroad company of Missouri have put on the market a large amount of free lands. These lands are situated in the counties of St. Charles, Jefferson, Washington, Franklin and Crawford, on both sides of the main line, and South-west branch of the Pacific railroad, and comprise upwards of 125,000 acres. The sales will commence at the Court House in St. Louis on the 3d of October. On that and the following day, 6,869 acres in St. Charles county will be offered; on the 5th will commence the sale of 36,571 acres in Jefferson county; on the 11th the sale of 35,410 acres in Washington county; on the 17th of 34,241 acres in Franklin county; and on the 21st of 13,328 acres in Crawford county.

The company have issued a pamphlet giving a full and minute description of these lands, so that any one by inspecting it can inform himself exactly what advantages each tract possesses, whether in regard to soil, timber or mineral prospects. He can ascertain whether it is upland or bottom, or mixture of both; whether watered or not; whether heavily timbered, and the kinds of growth upon it; the minerals discovered upon it, and in many cases exact distance from the road, or from a depot.

Albany Northern Railroad.

This road is 32¾ miles in length, extending from Albany to Eagle bridge, at which point it forms a connection with the Rutland and Washington Railroad, and through that road, with the Rutland and Burlington, Vermont Central, and Vermont and Canada roads. Its construction was commenced in 1851, and completed in July, 1853. The original capital of the company was 6,000 shares of the stock, of the par value of $100 per share. But this was not all paid in, the revenues from the sale of stock amounting to but $439,004 97. To aid in the construction of the road there were issued and realized

First mortgage bonds		$600,000
Second	do.	500,000
Third	do.	45,600
Fourth	do.	364,339
Making a total realized of		$1,509,399

In 1854, the property passed into the hands of Receivers, and was by them operated until something more than a year ago, when a sale was made by the Trustees of the second mortgage bonds. For some reason this sale was never consummated, and default being made in the payment of interest on the first mortgages, they were foreclosed, and the road sold on the 14th inst. at Albany to Hon. Abijah Mann, who, in trust for a portion of the holders of the first bonds, pays the sum of $25,000 for the property—taking it subject to demands yet to be liquidated, which may reach $130,000.

With the exception of $500,000 of the first mortgage bonds, which it is understood Mr. Mann represents, the total capital is annihilated by this sale, viz:

Stock subscriptions	$439,004 97
Bonds	1,509,399 00
Total capital	$1,948,403 97
Interest on this 7 years	975,717 89
Floating debt in 1854	100,000 00
Interest 5 years	35,000 00
Total	$3,059,121 86

—From which is to be deducted the amount of the purchase money, $25,000, leaving a loss of $3,034,121 86 to be divided among the stockholders and those who purchased the bonds.

Pennsylvania Tonnage Tax.

When the Pennsylvania Railroad Company was chartered, it was made a condition that the tonnage carried over the works it might construct, should be subject to a certain tax. This was considered an absolute necessity in order to indemnify the State for any anticipated injury that might accrue to the State works from competition; and until December last the tax had been submitted to by the company without complaint. But at the latter date the Pennsylvania railroad company had purchased the very works from the State which this tax was originally designed to protect; and hence the tax ought in justice to have ceased. The State authorities, however, decided otherwise; but the company by advice of council, withheld the usual payment. Hence a law-suit, which from its interest to the commercial world, has attracted universal attention. In another part of this day's issue we have given an abstract of the cause as presented by the parties contestant and also the opinion of the judge before whom it was tried, and the final verdict. So far as the result is concerned we are satisfied that it is *legally* correct; but *morally* and in all *equity* the company ought not to be saddled with a *legal wrong*. The case will be carried up to the higher courts, and probably with a like adverse result. But in our opinion this is scarcely a matter for the courts: relief ought to be sought in the abrogation of the law imposing the tax. Such an abrogation is necessary not only for the relief of the company, but also for the interests of commerce; and since the motive for the continuance of this odious tax has been removed, we are unable to conceive on what basis its future continuance can be advocated or maintained. Under any circumstances, the imposition of such a tax on commercial intercourse would be impolitic, and, in the present instance, is arbitrary and oppressive, a wrong to a section and of benefit to no portion of the State.

The Chenango Canal.

The surveys for the Chenango Canal extension are rapidly going forward, the party of engineers having already reached Campville.

St. Louis and Memphis Railroad Project.

Among the anomalies of the railroad system of the Mississippi valley, is the non-existence of a direct railroad between St. Louis and Memphis. The indirect route by Sandoval, Cairo, etc., is too long and inconvenient, and requires too frequent transhipment to become at all eligible for the pressing wants of the commerce between the two places. The distance by a direct line is stated at 279 miles—that by the indirect line, including 20 miles of steamboating between Cairo and Columbus, is 350 miles. The latter distance is involved in five several lines, viz: The Ohio and Mississippi, from St. Louis to Sandoval, 61 miles; the Illinois Central, from Sandoval to Cairo, 118 miles; Steamboat Line, from Cairo to Columbus, 20 miles; the Mobile and Ohio Railroad, from Columbus to Humboldt, 69 miles; and the Memphis and Ohio, from Humboldt to Memphis, 82 miles; and such is the only present route, except that wholly by steamboat on the river, 420 miles, between these great marts of commerce.

Of the projected route, 85 miles are already in operation, extending from St. Louis south to Pilot Knob, one of the great Missouri iron mountains, and hence the length of new road required to complete the connection is, at most, 194 miles, and it is believed that even this distance may be reduced on a full examination and accurate survey, so as not to exceed 180 or 185 miles.

To give some idea of the grades of the proposed road, it may be stated that the St. Louis and Iron Mountain Railroad reaches its maximum, 735 feet, at its southern terminus; and beyond this, 94 miles from St. Louis, the elevation is 780 feet above the level of that city. From this point, after descending southward for a distance of 22 miles, the road is again on a level with St. Louis; and 38 miles further south, to or near Indian Ford, in the "flat lands," 153 miles from St. Louis, it reaches a level, 38 or 40 feet below the assumed base.

It will thus be seen that the serious and heavy part of the projected road is confined to the 20 miles next to the Iron Mountain region, and charging this section on the average of the Iron Mountain Railroad, it would cost only $37,166 per mile. The remaining sections to Memphis will be the cheapest part of the whole, being through flat lands, and the cost is rated at almost one-half that of the elevated sections, or $18,500. Such is the estimate of the engineers of the St. Louis and Iron Mountain Railroad.

Their report sets down the figures for the "probable expenditures to put in operation the whole road to the Arkansas line," on the route therein suggested, at $8,104,640, namely: $4,800,000 to Pilot Knob, (85 miles,) and $3,304,640 from Pilot Knob to the Arkansas Line, (133 miles.) The cost of the Arkansas section of the road, 61 miles, is estimated at $1,098,000. The unfinished portion of this route is, therefore, to cost $4,402,640, or in other words, the 194 miles *to be* constructed is to cost $397,360 less than the 85 miles already constructed! This would, nevertheless, average about $22,700 per mile, and is probably as much as an economical administration would demand.

But at whatever moderate cost, this road ought to be and must be built; or some other road having the same termini. This link in the system, in-

deed, is too important to be longer neglected. Memphis is already connected by railroad with New Orleans on the South, and Savannah, Charleston, Richmond, and Baltimore, on the Atlantic coast. This railroad, now under consideration, would give to St. Louis the same outlets, and Memphis and its correspondent ports would, on the other hand, have access through St. Louis, with the whole upper region of the great interior valleys, and with the country of the great Lakes.

But while advocating any connecting road between these points, we may be allowed to suggest other routes; and the one that appears to our mind as being most eligible would depart from St. Louis by the Iron Mountain Railroad, and so continue on that line (already constructed) to the point where it leaves the Mississippi, some 26 or 27 miles from the point of beginning, and thence following as direct a course as possible, terminate at a point opposite Hickman, Ky. The length of new line required would be about 140, or probably 150 miles. At Hickman the Nashville and North-western Railroad commences, and after a course of say 18 miles reaches Union City, connecting there with the Mobile and Ohio Railroad, and at Humboldt, on the latter road, the Memphis and Ohio Railroad forms a connection. Together, these roads would give a distance, between the two cities, of 321 miles, as follows:

By the St. Louis & Iron Mountain R.R..	27	miles.
By the new road.....	150	"
By the Nashville & North-western R.R.	18	"
By the Mobile and Ohio Railroad.....	44	"
By the Memphis and Ohio Railroad....	82	"

—a length somewhat superior to the projected road, of which we have hitherto spoken, but immensely superior to it in its Southern connections. It would, in fact, bring St. Louis into direct connection not only with Memphis, but also with Nashville and the Atlantic ports by the shortest routes, and also with Mobile and New Orleans. It would, moreover, involve a less original capital in its construction, first by avoiding the high grades in the Iron Mountain regions, and secondly, by the shorter length of the line to be constructed. It must be remembered that the Mobile and Ohio, and the Mississippi Central, connect at Jackson, 18 miles south of Humboldt, or 62 miles from Hickman, and are thence continued south directly to Mobile and New Orleans, respectively.

Alabama and Florida Railroad.

We learn from the Montgomery *Mail* that the Alabama Company has concluded the purchase of two thousands tons for the continuation of this road below Greenville. This, with what was before secured, will iron 35 miles of the road. Tracklaying below Greenville, will be resumed in about ten days, and continue until the entire line is finished.

The Florida Company have completed a negotiation for iron enough to lay the track within the limits of that State. The friends of the enterprise look forward to the completion of the whole work from Pensacola to Montgomery by the close of next year.

Boston and Maine Railroad.

The following gentlemen have been re-elected Directors of this road for the ensuing year: Francis Cogswell, James H. Duncan, George W. Kittredge, Daniel M. Christie, Peter T. Homer, Israel M. Spelman, Henry Saltonstall,

North Missouri Railroad.

We learn from the St. Louis papers that the proposition of the Messrs. Kelly to finish this road from the junction to Lancaster, at the rate of $15,000 per mile, has been accepted and the contract signed. The work is to be commenced at once on the line of the road from Macon City, north of the junction with the Hannibal and St. Joseph Railroad. The contractors are ready, having their shanties erected, their teams, &c., on the ground, and hay cut for the winter. The Board directed an order to be made to the counties of Schuyler and Adair, to pay up thirty per cent. of their subscriptions—$50,000 each—and it is understood that these counties will at once comply with this request. Beyond Lancaster, the people of Iowa are willing and anxious to construct the road to Ottumwa.

Interest and Dividends.

The Philadelphia, Wilmington and Baltimore Railroad Company has declared a semi-annual dividend of three per cent., payable October 1st, to holders 15th inst., and leaving a surplus for the year of $123,000—over two per cent. of the capital—after deducting all expenses and appropriations to the sinking fund.

New York and Erie Railroad.

Mr. Satterthwaite's London Circular suggests the following plan for the re organization of this company:

The New York and Erie Railroad has paid the penalty of its faulty organization under its charter powers, and has fallen into the hands of the law courts.

Under the existing deficiency of net revenue to provide for the interest on all its bonds, and with the whole Sinking Fund Loan of 1857 being due from default of payment of interest and sinking fund, according to the terms of its issue, and with the power of $4,000,000 Second Mortgage Bonds, due 1st March, 1859, to demand payment or to foreclosure, we conceive the appointment of a Receiver, with a view to a speedy sale of the road, and organization of a new company on a better basis, to be the wisest course for all parties concerned.

It is estimated that whatever form may be adopted, at least $1,000,000 must be raised by the new organization, to pay employees and to keep the mortgage creditors from foreclosing in an unfriendly manner.

It is evident that it must be the great aim of all parties interested in the organization of the new company, so to frame it that those parties who pay the $1,000,000 shall not throw good money after bad, and to insure this, the lower the amount of mortgage debt, the safer will it be to subscribe. In this view to foreclose under the Fourth Mortgage would be the safest for all parties, unless it can be proved beyond a doubt that the company can easily earn more than the interest on the Fourth Mortgage and maintain the road. We believe the new organization will be best effected under the General Railroad Act of the State of New York, and that no scheme of Preference Stock can be allowed under that Act. It would result, therefore, that the capital of the new company must consist of Stock and Bonds only.

In case the Fourth Mortgage will consent to arrange with the other interests, the new stock would be for $12,000,000, to be divided in such proportions as can be agreed on; but if the Fourth Mortgage prefer to take the road themselves they can do so, unless the unsecured bondholders bid such a price for the road as takes it out of their hands and pay the arrears of interest.

We do not feel it timely to dictate any plan, but we believe that the deputation about to go out will meet, on their arrival in New York, with a committee who will have had suggestions made from every interest concerned, and that the benefit to all parties in this country will be very great in having some gentlemen, at this crisis, ready and able to represent them in America.

We would suggest the following plan as being, in our opinion, a safe one, if all parties can be brought to agree:

Proposed basis of capital for New Company.....		$25,000,000
First mortgage.....	$3,000,000	
Second mortgage.....	4,000,000	
Third mortgage.....	6,000,000	
Bonds to stand as they are.....		$13,000,000
Leaving as capital to be raised and divided.....		$12,000,000

Cash capital known to be required, to be raised by the future purchasers of the road, to form part of the new stock to be arranged by the various parties, in interest, in fair proportions, $1,000,000 as under:

Fourth mortgage, $3,600,000, allow stock at par without payment.....		$3,600,000
Fifth Mort'ge. $1,200,000		
1862 / 1871 / 1875 Bonds.	8,000,000	
	$9,200,000	
$8,000,000—5½ per ct. or	$506,000 cash,	
9,200,000—69½ " "	6,394,000 st'k,	
75 " "	$6,900,000	6,900,000
Stock, $11,000,000 allow	$1,000,000 st'k	
	500,000 cash	1,500,000
		$12,000,000
On this basis the annual charge would be 7 per cent. on $13,000,000 mortgage bonds..		$910,000
Rents and leases.....		100,000
Capital required to maintain road, from revenue.....		200,000
Annual charge.....		$1,210,000
The revenue for this year, say.....		$4,500,000
Expenses.....		3,000,000
		$1,500,000
Deduct annual charge.....		1,210,000
Or about 2½ per cent. on $12,000,000 stock.....		$290,000

The Wealth of Wisconsin.

The Wisconsin Secretary of State furnishes the following figures of the wealth of this State:

	1858.	1859.
Number of acres.	16,493,518 05	17,411,318 79
Value per acre...	.....	$5 90½
Aggregate value.	$110,269,274 05	102,814,502 14
Aggregate value of city and village lots.....	40,655,647 73	36,115,304 82
Aggregate value of person'l property.....	25,522,577 15	13,607,893 04
Total aggregate..	177,820,765 96	172,537,700 00

Returns of personal property have fallen off immensely in consequence of the deduction of debts from personal property, authorized by the present assessment law.

Virginia Central Railroad.

It is stated that by the recent 4½ per cent. dividend of the Virginia Central Railroad Company, the Treasury of the State will receive $90,000. The State has an investment of $2,000,000 in the stock of the company.

Osage Valley Railroad.

The work of construction was commenced upon this road at Tipton on the 21st ult. The Osage Valley road branches from the Pacific at Tipton, and is intended to run south-westwardly to the Missouri border, and thence through Southern Kansas.

Sunday Street Railroad Travel.

The Chairman of a Committee in Philadelphia for procuring the repeal of the law forbidding Sunday travel, recently addressed letters to the Mayors of New York, Brooklyn and Boston, inquiring whether the running of the Street cars on Sunday in those cities, had proved detrimental or otherwise to the morals of the community. In reply Mayor Tiemann, of New York, says:

I know of no instance of any riot or other disorder having occurred in consequence of the running of such cars on Sunday, nor of any great gathering of disorderly or other persons at the several termini of our railroads on that day. The practice has, on the contrary, been found of great convenience to all classes of our citizens—and the cars, although used on the day alluded to chiefly by a different class from those who travel in them on week days, still many of our best citizens, intelligent and religious, avail themselves of the public accommodation afforded by these cars on Sundays, in going to and from the several churches in our city, and in other acts which the most strictly religious would admit as compatible with the observance of that holy day.

There are some six lines of railroads in our city, all of them running from the lower to the upper part of it, and two of them extending their trips as far as Harlem, a distance of eight miles from the lower termini; and although they are filled with passengers, more than on other days, no disturbance has ever, to my knowledge, occurred in them, or in consequence of their running on that day. * * * * * * * * *

In a city with a small population, I will admit there can be no great public necessity for these conveyances on Sunday, but in a large and densely populated metropolis, situated on an island, extending in its extreme length from eight to thirteen miles, and not more than two miles wide in any part of it, they are absolutely required to be run as well on Sunday as on other days. In this respect I believe that all classes of our community acquiesce.

Mayor Lincoln, of Boston, writes:

The propriety of the horse railroad cars running on the Sabbath, I believe, has never been seriously discussed, either by the City Council or the public press. I think it would be a serious evil if *all* our roads should run on that day, but they do not; only three carry passengers on that day, and they only to a limited extent.

The Metropolitan Railroad does the most business, and runs on Sunday, and connects us with the city of Roxbury. The greater portion of the travel, however, is from Ward Eleven, the southerly section of the city. This part of the city has recently been built, and its inhabitants are mostly those who have moved from the other wards, but are still connected with the churches down town. The railroad furnishes them a means to keep up their connection with their accustomed places of worship. I believe it is generally used by people of all denominations, although I have heard occasionally of a clergyman or some other conscientious person object to the mode of conveyance. The cars seem to run with less noise and confusion than on other days; the bells are not rung, and there is evidently an effort on the part of the conductors to observe the proprieties of the Sabbath.

I have no doubt that to some extent they are urged as a matter of pleasure, but the evil that was apprehended, that large companies of idlers would rush into the country, and spend the day in dissipation, much to the discomfort and peace of the inhabitants of the suburbs, has not been realized in fact. There is a general regard for the Sabbath in our city and vicinity; it is not kept as strictly as it was by our fathers, but yet a good sentiment pervades all classes of our people, and seldom is anything seen which is objectionable."

Mayor Powell, of Brooklyn, thus expresses his views:

In a communication to the Common Council, on the 5th of January, 1857, (a copy of which I send you,) I recommended, for the reasons therein set forth, the running of rail cars on Sunday. The subject was taken up and fully discussed by the Common Council and the citizens generally. Public meetings were held, and the project was severely denounced by many of the clergy and our leading citizens, as being a desecration of the day, and that it would lead to riot and disorder, and tend to all sorts of evil, especially in the suburbs of the city.

That they were sincere in these views no one can doubt. But, as I think, fortunately, their views did not prevail, and the cars were set in motion, and have now been running more than a year with the most gratifying results. Feeling in a great degree responsible for the measure, I watched its effects with some solicitude, and find that, while the cars are filled during the day with passengers, they are, with scarcely any exceptions, of the most orderly and respectable class of our citizens, and, I think, a large majority are females. I have not heard of a single complaint from the people living in the suburbs, of anything like disorder or riotous assemblages; and, from repeated personal observation, I am sure that no cause of complaint exists. The cars are likewise patronized to a great extent by our church-going people, and many extras are required to accommodate them at the close of the evening services.

In fact, so general is now the acquiescence of the people in this measure, that I am convinced if it was brought to the test of a popular vote, that an overwhelming majority would approve it. One of the great benefits experienced in running the cars is, that it prevents the thoroughfares from being overcrowded. Before they were in use, the sidewalks were crowded with pedestrians, to that extent, frequently, that it was difficult to get along with comfort; and the change that has been produced in this respect is remarkable, and is noticed by all who have occasion to travel on that day. In short, from every point of view, I think the benefits we derive from the accommodations of Sunday travel far outweigh the evils, real or imaginary, that attend it.

Alabama and Florida Railroad.

The last link of a great unbroken chain of railroads, connecting the Gulf of St. Lawrence with the Gulf of Mexico, is the road now in vigorous progress from our State Capital (Montgomery) to Pensacola. Let any one cast a glance on the map and he cannot escape the conviction that this last short link—about 170 miles of road through mostly a level country—was a predestined and inevitable necessity; and that the natural terminus of this colossal railway chain of over 2,000 miles is a harbor—one of the best, if not the very best, on the Gulf of Mexico. By direct connection with the rich coal regions of Alabama, this port must become a great coaling station, facilitating the operations as well as promoting the establishment of steam lines in the incalculable expansive Brazilian and Central American trades, and in other respects cannot fail to grow eventually into a place of very considerable importance. The project of this road to Pensacola once excited some uneasiness in Mobile, whose interests are by some thought to be jeopardized by its execution. Even were it so, it is unwise to shut our eyes to disagreeable facts, it is the part of prudence to meet them early and face them boldly. But we cannot believe that anything tending to develop the resources of Alabama, and to increase the wealth and greatness of the South, will ever conflict with the interests of Mobile. On the contrary, we believe it self-evident that no place will derive greater advantages from any new stimulus to the Gulf trade than our own city. This we are prepared to prove, if necessary, by undeniable facts and the simplest reasoning. Our present purpose is to awaken our people to the urgency of prompt and energetic action. The Alabama and Florida Railroad Company, under the management of the pioneer of railroad enterprise in Alabama, and one of the ablest financiers of the South, Mr. C. T. Pollard, is in a most prosperous and promising condition. All but 22 miles of the road is now prepared for the reception of the rails, a portion of which is already purchased and on its way, or about to be purchased. To pay for the iron, the company has issued coupon bonds for the sum of $550,000, payable 1st of July, 1869, and bearing interest at 8 per cent. The bonds being secured by mortgage on 400,000 acres of, for the most part, desirable lands, are expected to be taken readily at par, and, indeed, although but quite recently issued, $30,000 have already been sold at par. The lands are valued at an average of $3 an acre, and on the easy terms proposed, will, no doubt, meet with a brisk sale. In view of all these facts, the President announced to the stockholders at their last annual meeting that there is reasonable prospect of the connection with the Gulf being completed by the close of the year 1860.—*Mobile Register.*

Valuation of Worcester.

The annual valuation of Worcester has been completed. The real estate of the city is appraised at $11,122,950; the personal at $5,693,480; total $16,816,430, an increase of $430,430 since last year. Number of polls, 5,784. Rate of taxation —polls $1 50, property $7 per $1,000.

Export Trade of New Orleans.

The fear was entertained when New York, Philadelphia, Baltimore, and Charleston, tapped the Mississippi valley, that the railroads connecting the Mississippi and the seaboard would seriously affect the commerce of New Orleans. Many supposed the products of the great Western valleys would go direct to the Atlantic across the country, instead of coming by the river to this city. To some extent this has been realized. To supply a sudden demand at any Eastern seaport, breadstuffs and provisions have been sent forward by rail; but the greater expense of transportation by land carriage has forbidden, and must ever prevent, a serious diversion of bulky Western produce over such routes.

The cheap freights on the Erie Canal secure more wheat, flour and provisions, than the two great New York railways can command. So the less cost of transport by flat-boat and steamer, will continue to control the direction of a large proportion of the products of the West, demanded for shipment to this port.

Passenger travel will follow the lines of railways; heavy freights continue to seek our great rivers. The result has been a change, to some extent, in the character of our river craft; capacity for large freights becoming more an object than speed. This feature of the steamers that ply on the Mississippi and its tributary streams, will become more and more general, until the present floating palaces, fitted out with almost Oriental magnificence, will be rare, the few remaining in the trade being calculated to supply a demand for the comfort of families, rather than to secure the profits of large cargoes.

The lines of roads perpendicular to and almost parallel with our great river, have been long enough worked to demonstrate the effect they are likely to have upon our receipt of Western produce, or the direction which the trade of the West is destined to take.

We are not of the opinion that the falling off in some of the leading articles of Western trade the past year results from the influence of railroad communication with the Atlantic seaboard. Statistics of the coast cities show quite as great a loss of Western business the past year as New Orleans has experienced. The absence of foreign demand for breadstuffs, and the hoarding upon plantations of tobacco in hopes of a higher price, will satisfactorily account for any loss we have experienced, and we may feel assured that as long as means exist for bulky freights to reach a market cheaper than by railways, they will follow the river, though not so soon placed in market.

The statistics of exports from New Orleans for several years past will show the soundness of this opinion, and prove that after making the experiment of sending produce to market over the rail-

roads constructed, shippers and producers have reverted to the old method of water carriage. We received, for the years, ending June 30:

1853	$67,768,724
1854	60,176,683
1855	55,688,552
1856	30,547,963
1857	91,514,286
1858	88,332,485
1859	100,350,658

A glance at the table will show that, in 1854 and 1855, when the opportunity for reaching the Eastern seaboard by direct Eastern routes was first offered, a serious falling off in receipts at this port was felt; but subsequently the old trade returned, and has continued steadily to increase.

The inference is inevitable that Philadelphia, Boston and Baltimore, will not have availed themselves of all the facilities of trade which lie at their command, until they have established lines of steam communication or sailing vessels with this city. Nature has determined that we shall receive the bulk of Western produce which cannot cheaply reach the Erie Canal. The cities of the seaboard not in direct communcation with this artery of water conveyance, must find means of connecting themselves with this city to control the highest possible amount of trade.—*N. O. Picayune.*

The Great Eastern.

As a matter of curiosity we append the tonnage of the Great Eastern, as compared with the principal vessels of the United States Navy:

Names.	Tonnage.
Pennsylvania	3,241
Columbus	2,480
Ohio	2,747
North Carolina	2,633
Delaware	2,633
Vermont	2,633
New Orleans	2,805
Alabama	2,633
Virginia	2,633
New York	2,633
Total	28,131
Great Eastern	26,000

Her tonnage is nearly as great as the combined tonnage of the ten tremendous line of battle ships—including the once unrivalled Pennsylvania—that are registered on the United States Navy list.

Association of Engineers.

The following are the officers of the National Association of Engineers for the coming year:

President—R. M. Smith, of Pittsburg, Fort Wayne and Chicago Railroad. Vice President—Wm. Franklin, of the Baltimore and Ohio Railroad. Secretary—Chas. Fellows, of the Cleveland and Pittsburg Railroad. Corresponding Secretary—John T. Sheppard, of the Baltimore and Ohio Railroad. Treasurer—Wm. W. Wills, of the Pennsylvania Central Railroad. Finance Committee—Chas. W. Burger and C. R. Church, of the Pittsburg, Fort Wayne and Chicago Railroad.

The object of the Association is to obtain such legislative enactments in the different States as may be necessary to ensure a high standard of qualifications in applicants for the position of Railroad Engineers.

Mobile and Ohio Railroad.

The total receipts of cotton by this road at Mobile, the last year, were 137,430 bales. In 1858, they were 107,450 bales; in 1857, 79,254. The total earnings of the road during the the last year were $772,955; in 1858, $617,501; in $1857, $509,700.

Marietta and Cincinnati Railroad.

The Cincinnati *Commercial* of 16th inst. says:—We learn that passenger and freight trains passed over the Union road on yesterday. The Cincinnati and Parkersburg line is now operating to a point within four miles of Belpre, opposite Parkersburg.

Personal.

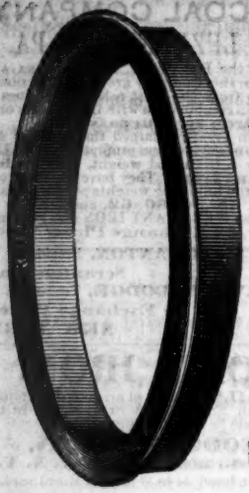
J. B. Moulton, Esq., has been elected Chief Engineer and Superintendent of the North Missouri Railroad, Major Robert Walker having retired from that post.

The Philadelphia *Bulletin* states that Charles Macalester, Esq., has been appointed Receiver for the Williamsport and Elmira Railroad Company.

Lake Superior Iron.

The Detroit *Tribune*, of Sept. 12th, says that the Wyandotte Rolling Mills are busy turning out 3,000 tons of Railroad bars, made from Lake Superior iron, for laying the track of the railroad between Lansing and Owosso. This work is to be carried to an early completion.

THE FARNLEY IRON CO.,



Near LEEDS, Yorkshire,

MANUFACTURERS OF

LOCOMOTIVE TIRES,

TIRE BARS,

BOILER PLATES, ETC.

The undersigned are prepared to execute orders for

TIRES,

Manufactured at these celebrated Works,

OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.

The quality of the **FARNLEY IRON** is precisely the same as that of **LOW MOOR** and **BOWLING**, being from the same bed of mineral.

For sale, **at manufacturer's prices**, by

M. K. JESUP & COMP'Y,
44 Exchange Place, New York,
SOLE AGENTS for the UNITED STATES and CANADAS.

RAILROAD IRON.

THE undersigned, having been appointed Agents for Messrs. BOLCKOW & VAUGHAN, proprietors of the

ESTON, MIDDLESBRO', and WITTON PARK
IRON WORKS, YORKSHIRE, ENG.,

are prepared to contract for the sale of **RAILROAD IRON** of a superior quality and on the most advantageous terms.

MEAD & BELL,
17 William st., N. Y.

RAILROAD IRON.

The Crescent Manufacturing Company

WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for Rails of any required pattern and weight, and to re-roll old rails, on the most liberal terms Address

N. WILKINSON, Sec'y,
WHEELING, VA.

8tf

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States,

RAILS OF SUPERIOR QUALITY,

and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.

NEW YORK, Aug. 1, 1858.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

CAST STEEL,

Of First Quality and Warranted.

BAR, TOOL, DRILL, AND DIE STEEL.
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.

CAR SPRING STEEL,

Far superior to the ordinary kind.

FROG PLATES, POINTS.

Saw, File, Cutlery, Rake, Hoe, Axe and Plough Steel. Gun Metal. Wire and Machinery Steel.

ORDERS FILLED PROMPTLY AND AT LOW PRICES.

SALTUS & CO.,
45 Cliff st., New York.

IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,

1¼ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ⅛ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.

MANUFACTURED AND FOR SALE BY

MORRIS, TASKER & CO.,

PASCAL IRON WORKS.

Established 1821.

WAREHOUSE—209 SOUTH THIRD STREET,

PHILADELPHIA.

STEPHEN MORRIS, THOS. T. TASKER, JR.
CHAS. WHEELER, JR., STEPHEN P. M. TASKER.

RAILROAD IRON.

THE subscribers are prepared to contract for **RAILS** delivered at an English port or at a port in the United States. Also for all descriptions of

RAILROAD EQUIPMENTS

upon favorable terms.

JOHN W. HULL & CO.,
No. 41 Exchange Place, NEW YORK.

FAY, WOOD & CO.,

214 Pearl st., NEW YORK,

MANUFACTURERS OF

WHITE LEAD, ZINC,

COPAL VARNISHES AND

JAPANS.

Also, PUTTY, PAINTS and COLORS.

THE

RAILROAD IRON MILL COMPANY,

CLEVELAND, OHIO,

MANUFACTURERS EXCLUSIVELY OF

RAILROAD IRON.

THIS is a new ROLLING MILL, having been working only eighteen months, and confined to work for roads on this line between Buffalo and Chicago in re-rolling old Rails The capacity is Forty Tons per day. It is well situated for receiving old Rails, either by Railroad or Lake.

Orders are now solicited

from Roads in other sections of the country; and work will be made with New Iron in the heads, if desired.

Apply to

ALBERT G. SMITH,
President of the Incorporation

February, 1859.

RAILROAD SPIKE

COMPANY,

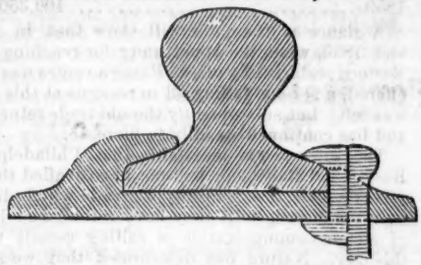
SUCCESSORS TO PORTER, ROLFE & SWETT,

MANUFACTURERS OF

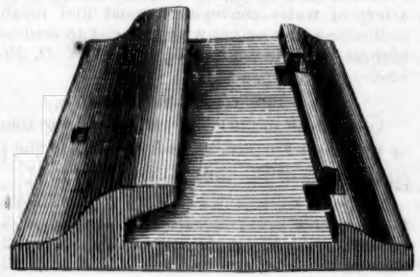
RAILROAD SPIKES

AND CHAIRS,

PITTSBURG, PA.



HAVING built a large Rolling Mill with new and improved Machinery, we are fully prepared to execute orders at the lowest rates, for any amount of **SPIKES** and **CHAIRS** made of the best **JUNIATA IRON.**



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DILWORTH & BIDWELL.

CAR AXLE WORKS.

A. & P. ROBERTS,
PENCOYD IRON WORKS,
OFFICE No. 410 WALNUT STREET,
PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron and Forgings.

ST. LOUIS STEAM FORGE.

ROBERTSON & LOWE,
COR. MAIN AND CEDAR STREETS,
ST. LOUIS, MO.,
MANUFACTURE
CAR AXLES,
AND EVERY DESCRIPTION OF
LOCOMOTIVE FORGINGS.
ALSO,
STEAMBOAT SHAFTS, CRANKS, TOBACCO SCREWS,
HAMMERED BAR IRON,
AND EVERY VARIETY OF
Forgings for Machinists' Use.

Railroad Iron.

THE undersigned have American and Foreign Railroad Iron for sale, deliverable in New York and other markets.

CASWELL & PERKINS,
Brokers, 69 Wall st.

NEW YORK, July 9, 1859.

RAILROAD IRON.

500 TONS American Rails, Erie pattern, 56 lbs. per yard, for sale at Chicago, also about
250 Tons English Rails same size and weight.

M. K. JESUP & COMP'Y,
New York, June, 1859. 44 Exchange Place.

PROFESSIONAL CARDS.

Sylvester W. Barnes,
Chief Engineer Watertown and Madison R.R., Madison, Wis.

Alfred W. Craven,
Chief Engineer Croton Aqueduct, New York.

Charles W. Copeland,
Steam Marine and Railway Engineer,
122 Broadway, New York.

Davidson, M. O.,
Chief Engineer Havana Railroad Company.
HAVANA, CUBA.

C. Floyd-Jones,
Engineer Alton and St. Louis Railroad,
Residence, *Vandalia, Ill.*

Gay, Edward F.,
Civil Engineer, Philadelph'a Pa.

Robert B. Gorsuch,
City of Mexico,
MEXICO.

James H. Grant,
Civil Engineer, Christiana, Rutherford Co., Tenn.

Theodore D. Judah,
Chief Engineer, and Commissioner of San Francisco and Sacramento Railroad, and of San Francisco and Sacramento Northern Extension Railroad,
SAN FRANCISCO, Cal.

S. W. Hill,
Mining Eng'r and Surveyor, Eagle River, Lake Superior.

Ellwood Morris,
Civil Engineer, Franklin Institute, Philadelphia.